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[a30-5]

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[a351]

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Hongkong, 29th April, 1908. [a798]

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Hongkong, 1st April, 1909. [a545]

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[a761]

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Hongkong, 12th April, 1911. [a591]

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## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, JUNE 15TH, 1911.

The announcement appears among our telegrams to-day that the shareholders of the Suez Canal Company have authorised the borrowing of four million pounds sterling for the improvement of the Canal. What is meant by "improvement" is the deepening of the waterway by about six feet. Originally the depth of the Canal was only 25 feet, but the increasing size of ships long ago dictated the deepening of the waterway, and within the past twenty years it has been gradually deepened to 30 or 31 feet. Its depth is now to be increased to 36 feet, and the directors of the Company expect to see the work completed by the beginning of 1914. The decision is one of considerable interest and importance to Hongkong and all other shipping centres of the Far East. It indicates a conviction that the immediate future will see much bigger ships engaged in the trade to Australia and the countries of Asia, but doubtless what has more immediately influenced the decision is the prospect of the early opening of the Panama Canal. This waterway will have a minimum depth of 35 feet, and in view of the developments which have taken place in shipbuilding within the last decade, it is imperative that the Suez Canal Company should take time by the forelock and prepare to meet the probable needs of the

future. We believe the Canal is equal to the requirements of present-day traffic, but the time is surely coming when the Pacific will be traversed by ships equal in size and carrying capacity to those now employed in the Atlantic trade. The largest vessel which has hitherto navigated the Suez Canal is the Hamburg-American liner *Cleveland*, which came to the Far East a couple of years ago conveying parties of round-the-world American tourists. The *Cleveland* is a vessel of 17,000 tons, and had she been loaded to her Atlantic level, her use of the Canal would have been out of the question, but being "light" she twice passed through the Canal without mishap. We see it stated that some of the great liners now regularly passing through the Canal on the Australian run have a draught of 30 ft. when leaving Colombo homeward bound, but these vessels are several feet lighter when they enter the Canal owing to the consumption of coal which takes place in traversing the 3,358 miles separating Colombo from Suez. This consideration has suggested the argument that some time must necessarily elapse before there will be any necessity for vessels to be built which will test the increased depth of the water-way. On the other hand, it is pointed out that this aspect of the question is overshadowed by the consideration that the tendency is to increase the cargo-carrying capacity of ships. In this connection it would be very short-sighted to ignore the progress which has been made in the last two or three years in the use of oil fuel, indicating a coming revolution in marine propulsion, when the marine engine, driven by coal, requiring enormous bunker space, will be displaced by the oil engine. This will mean a very considerable addition to the hold capacity. In a ship 275 ft. long, to carry 3,200 tons dead-weight, building in England just now for the Atlantic trade, the oil fuel is to be carried largely in ballast tanks, the usual coal bunkers being dispensed with, thus adding nearly ten thousand cubic feet of hold capacity. All things considered, it would appear very probable indeed that the extra depth in the Suez Canal will be needed by the time the work is completed. A consideration of these prospects will disclose a duty imposed on all the great ports where these deeper-draught ships are likely to proceed. At Colombo, we observe, the question has already been raised by the Governor as to whether in the interests of the port it is not desirable that early steps should be taken to dredge the harbour to a depth equal to that of the Canal. Colombo will experience the effect of these shipping developments long before we do in Hongkong, as Colombo is a port of call for all ships on the Australian run; but, judging from the way in which some of the big ships regularly calling now at Hongkong stir up the mud in the western section of the harbour, the question of dredging the harbour of Hongkong is one which may have to come up for consideration at no very remote date.

At last! The builders' mashes in Royal Square are in process of demolition.

Four cases of plague were reported yesterday, two fatal. The total for the season now stands at 125.

The provisional figures of the F.M.S. census have been issued, as follows:—Perak 494,123, Selangor 294,014, Negri Sembilan 130,201, Pahang 117,595, the whole of the F.M.S. 1,035,933. The Europeans and Americans in the country are shown to number 3,234.

In the matter of cocaine the passenger ship begins to compete with the steamship. Messrs. Carlowitz & Co. send us a copy of the menu of one of the famous Zeppelin airships. The resources of the bar are restricted to six kinds of wine (including G. H. Munn & Co.'s champagne) liqueur and Apollinaris, of which the Hongkong house of Messrs. Carlowitz & Co. are local agents.

Mr. R. E. Hynd, acting sub-manager of the Hongkong and Shanghai Bank, leaves for Singapore en route to England by the P. and O. steamer *Nile* to-day on twelve months' leave. It was premature on the part of a contemporary to say that he was given a hearty send-off yesterday by the Bank Staff, and that his going was attended by voluminous crackle-drinking. Mr. Hynd is not going to Australia.

Mr. Cyril Joseph Baker, son of Mr. T. S. Baker, late manager of the Hongkong and Shanghai Bank in Singapore, and Miss Ottoline Dorothy Banks Reynell, second daughter of Mr. H. E. Reynell, of Kobe, were married at Penang on June 7th. The Rev. Father Menevrier officiated in the Church of the Assumption. Mr. Ford Kelcey was "best man," and the Misses Evans were the bridesmaids. Mr. Eric Reynell, brother, gave away the bride, who was attired in a soft white Empire satin robe, with overdress of white lace, silver cord round the waist and a long white veil. The reception was held at the Residency, and the happy couple spent their honeymoon on Penang Hill.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS".]

## PARCELS POST VIA SIBERIA.

LONDON, June 14th  
In the House of Commons to-day the Rt. Hon. Mr. Samuel said that it was hoped to shortly institute a parcel post service between Great Britain and North China via Siberia.

## ALBANIAN REVOLT ENDED.

LONDON, June 14th:  
Telegrams from Vienna and Athens indicate that the end of the Albanian revolt is imminent. The Turks are prepared to grant an amnesty and to make political concessions if the Albanians submit.

THE SITUATION IN  
MOROCCO.

LONDON, June 14th.  
General Moinier has established a garrison of 1500 troops at Meguinez.

INTERNATIONAL SEALING  
CONFERENCE.

LONDON, June 14th.  
A Washington message states that Mr. Nagel, the Secretary, announces that the International Fur Sealing Conference is unable to agree as to the compensation which should be paid to Japan for abandoning Pelagic sealing. It is stated reliably that the British and American representatives are inclined to yield to Japan's demands, but Russia steadfastly refuses.

## THE SUEZ CANAL.

LONDON, June 14th.  
A telegram from Paris announces that a meeting of the Suez Canal Company has authorised the borrowing of £4,000,000 for the improvement of the Canal.

INTERNATIONAL SEAMEN'S  
STRIKE.

LONDON, June 14th.  
It is announced at Southampton that the International seamen's strike begins on the 14th instant.

LATER.  
The seamen's strike has been proclaimed at Amsterdam.

## THE LATE MISS JOHNSTONE.

Yesterday afternoon in St. John's Cathedral the Bishop of Victoria unveiled a tablet to the memory of the late Miss Margaret Johnstone, who for 35 years worked in Hongkong as a missionary. A large congregation, including many Chinese, was present, and the service was conducted by the Rev. F. T. Johnson, assisted by the Rev. A. B. Thorhill.

His Lordship in the course of a short address said that Miss Johnstone had laboured for 35 years as a missionary in Hongkong, and did a great work in the education of the Chinese women and girls. Her life was a great example to them all. Herself a daughter of an officer in the army, she was not indifferent to the needs of the soldiers and sailors, and frequently ministered to their wants.

The tablet, which is in white marble, is placed immediately beneath that to the memory of the late Mrs. Burdon, wife of Bishop Burdon who was a great friend of Miss Johnstone during her life-time. The tablet bore the following inscription:—"Sacred to the Memory of Margaret Johnstone, who for 35 years was a devoted missionary among Chinese women and girls in Hongkong, formerly in connection with the Society for Promoting Education in the East, and for the last 7 years in connection with the Church Missionary Society. Fairlie boarding school and several day schools for Chinese girls were opened by her and carried on in the vernacular with great success. By these means many were brought into full light and to the knowledge of salvation. She died in England, 29th September, 1909, aged 56 years, and was interred at Salisbury. This tablet is erected in grateful memory by old scholars and loving friends." This is also rendered in Chinese on the tablet.

Mr. Cyril Joseph Baker, son of Mr. T. S. Baker, late manager of the Hongkong and Shanghai Bank in Singapore, and Miss Ottoline Dorothy Banks Reynell, second daughter of Mr. H. E. Reynell, of Kobe, were married at Penang on June 7th. The Rev. Father Menevrier officiated in the Church of the Assumption. Mr. Ford Kelcey was "best man," and the Misses Evans were the bridesmaids. Mr. Eric Reynell, brother, gave away the bride, who was attired in a soft white Empire satin robe, with overdress of white lace, silver cord round the waist and a long white veil. The reception was held at the Residency, and the happy couple spent their honeymoon on Penang Hill.

## CANTON.

(FROM OUR OWN CORRESPONDENT)

JUNE 13TH.

## NATIVE BANK NOTES.

The public appear to have lost all confidence in the native bank notes, and yesterday as much as 5 per cent. was being charged for changing a note into subsidiary coin, while to-day many of the exchange shops will only give 39's worth of twenty cent pieces in exchange for a ten dollar bill. The foreign banks on Shamian are refusing to accept native paper except at the depositor's risk, and the whole affair is causing much commotion in trading circles. I am told that yesterday the Tai Tsing Bank (Government Bank) and the Bank of Communications were besieged with people trying to get silver in exchange for notes. There are two stories to account for this sudden rush for silver. One is that a rich man took without warning Government notes to the extent of several tens of thousands of dollars to the Tai Tsing Bank to be changed into silver and that the news of this going the rounds started the rumour that the notes were no longer of face value. Another and more probable cause is that the whole thing has been engineered by the rich merchants as a protest against the nationalization of the Yuen-Han Railway. They hope by causing a run on silver to put the Government into such straits as to compel the authorities to accede to their demands, and if the run continues it is likely that the merchants may yet get the upper hand, for it is a well-known fact that the amount of notes in circulation is greatly out of proportion to the amount of silver held by the Government Banks. This enormous discount is especially hard on the poorer section of the community, for to these people it is a serious matter to lose 5 to 10 cents on every dollar. If all this has been done by the merchants, it shows plainly the motive that actuated them—namely, greed—for the sake of which the Government is to be put to the greatest inconvenience and the poor to suffer. Talking to a native gentleman who is usually well informed on all local matters, he mentioned that Mr. Nagel, the Secretary, announces that the International Fur Sealing Conference is unable to agree as to the compensation which should be paid to Japan for abandoning Pelagic sealing. It is stated reliably that the British and American representatives are inclined to yield to Japan's demands, but Russia steadfastly refuses.

THE RAILWAY MEETING.  
I reported yesterday that the meeting of the Yuen-Han Railway shareholders, which should have been held on Sunday, was prohibited by the Viceroy, and I am given to understand the following was H. E.'s reason for not allowing it to be held. It appears that a wealthy and influential man and a large shareholder is in favour of the nationalization scheme, and at the meeting held last week he spoke strongly in favour of it. He was greatly blamed for this and many hard things were said of him. In the meanwhile the Board of Communications got this man to use his influence to favour the Board's scheme, and so he had a long interview with the Viceroy. At first H. E. was unwilling to fall in with the idea of prohibiting the meeting, but later on agreed to the gentleman's request, and the meeting was stopped. Every precaution was taken to prevent a disturbance, and the Railway Office was surrounded by a guard of 300 soldiers.

## A SMART CAPTURE.

The police searching the passengers of the S.S. *Kuang Kai* made a smart capture the last time the vessel visited this harbour. Among the passengers was a quondam youth whose appearance excited the suspicions of the searchers. Nothing was found on him but a letter addressed to a monk in a local monastery, and this epistle contained an enigmatic phrase about six hundred "snakes" that had been sent from Hunan. The word snakes was supposed to mean guns, especially as the letter went on to say that the writer had heard that the "snakes" had been seized by the police. The youth was arrested, and later in the day the monk was also arrested. A large number of letters throwing light on the revolutionary movement was discovered, and these were the cause of several others being arrested. All the culprits are awaiting trial and it is a sign of the widespread nature of the movement when even monks are found implicated therein.

## THE CENSORSHIP.

I reported yesterday that the Press had been commanded to cease publishing all articles in connection with the nationalization of the Yuen-Han Railway. Now, acting on orders received from Peking, a similar repression has been placed on all telegrams either to persons in China or abroad dealing with this subject. The Viceroy yesterday sent a secret order to the Telegraph Bureau stating that on no account were telegrams on this subject to be accepted for transmission. The Viceroy in an explanatory note remarks that this is simply a precautionary measure tending to the preservation of the public peace.

## SECRET SOCIETY.

Two nights ago a detective brought information to the officer in charge of the police in the Eastern Suburbs that in the White Cloud hills more than a hundred men had gathered together to practice the rites of a secret society. A hundred mounted police at once set out for the spot, but when they reached the place it was found that someone had given timely warning to the brotherhood, for not one was to be seen, although traces of their previous presence were

abundant. The police searched the hills all night and did not return till dawn, but no one was captured.

GOVERNMENT GAZETTE.  
The Provincial Government is falling into line with more enlightened authorities by publishing a weekly gazette known as the "Leung Kwong Kwan Po," or the Two Kwong Official Paper. The new gazette contains an account of the chief actions of the officials, appointments, removals, etc., that have taken place during the week. The first issue came out yesterday, and the price is 30 cents a copy.

## CORONATION CELEBRATION ARRANGEMENTS.

ADDITIONAL SUBSCRIPTIONS.

Previously Acknowledged	\$58,613.04
James W. Graham	25
George Hogg	25
J. R. Wood	20
Thos. Neave	15
Chas. Fittcock	10
J. Logan	5

The Commodore has given directions for H. M. S. *Hardy* to proceed to Taipa on Wednesday, 21st June, and for H. M. S. *Taku* to proceed to Dumbell Island on the same date.

In order that the necessary arrangements may be made in connection with the Fête in the Public Gardens which will follow His Excellency the Governor's Reception at Government House on the evening of Thursday, June 22nd, the Celebrations Committee will be glad if all who propose to attend the Reception will be good enough to sign their names on lists which are being provided for this purpose. The lists will be available for signature at the places mentioned below; they will be collected on the afternoon of the 21st June, and will be subsequently bound in one volume and presented to His Excellency as a memento of the occasion. Gentlemen who will be accompanied by ladies are requested to indicate this when signing, e.g., "Mr. and Mrs. Smith," "Mr., Mrs. and Miss Brown," (or as the case may be). The lists will be available for signature to-day at:—The Hongkong Club, Messrs. Brewer & Co., The Club Germania, The Club Lusitano, The Consul of each Nationality, The Banks, The Tung Wa Hospital, The Peak Club, Messrs. Lane, Crawford, & Co., Messrs. Kelly & Walsh, Messrs. A. S. Watson & Co., The Chief Justice's Clerk's Room, and the Hotels. The sheets contain spaces for 40 names, and will be sent to any firm which applies for them to one of the Secretaries of the Committee. Programmes of the arrangements for the celebration of the Coronation are now being sent out to all subscribers to the Celebrations Fund.

## THIS DERBY.

London, May 31st.  
Sunstar won by two lengths, there being four lengths between the second and third.

A good start was made, and the going was good. Banrockton led from Kel d'O, Cholys Colt, and Elton Boy. Rounding Tattenham Corner, Sunstar came through on the rails, followed by Steffast, Royal Tender, and Phryxus, and drawing away won in the easiest fashion. Phryxus was fourth.

The victory was received with tremendous cheering.

The time was 2 min. 36 $\frac{1}{2}$  secs.  
The unplaced horses finished in the following order:—Phryxus, Iron Boy, Celts, Banrockton, Bachelor's Hope, Sydmonton, Atman, Hellion, Sobiski, Adam Bode, Duke of Lancaster, Zorzel, Cholys Colt, Manz, King William, Longbeak, Pietri, All Gold, Normint, Alan Melton, Royal Eagle, Bridge of Allan, and Kel d'O.

Stern, in an interview, stated that the result was never in doubt. It was a clear run throughout. Sunstar, however, jarred himself in rounding Tattenham Corner and finished lame.

## THE FUTURE OF RUBBER.

## GERMAN VIEWS AS TO PROSPECTIVE DEMAND AND SUPPLY.

The question as to what course the rubber market will take in the future, under the influence of the increasing production of the world, was discussed at a recent meeting of the Rubber Section of the German Colonial Economic Committee. An opportunity was afforded for the first time to representatives of the rubber industry, the trade, colonial plantations and science to discuss the common interests of the industry. Mr. W. Freudenberg, of Bremen, in a report on the situation of the international market, estimated that in the year 1915-16 the quantity of plantation rubber to be expected would be about 110,000 tons, as contrasted with 76,000 tons at the present time, and to the former would have to be added 70,000 tons of wild rubber, if the output did not decrease. As compared with this position, it could be assumed that the world's consumption at the same period would reach 107,000 tons, with an average increase of 5 per cent. A considerable fall in prices, in the opinion of the author, would presumably be the result. On the other hand, Mr. Hoff, of the Central Association of Rubber Goods Works, in referring to the possibility of a further extension in the consumption of rubber, came to the conclusion that it is very possible that the larger quantity of raw rubber to be exported would be worked up by the rubber industry itself and by allied branches of industry.

The question of artificial rubber was brought forward by Dr. Gerlach, of Hanover, who stated that the problem could probably be regarded as solved at the present time, if however 20 years were required to introduce synthetic indigo into practice, the speaker expressed the belief that a period

## SUPREME COURT.

Wednesday, June 15th.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT  
(CHIEF JUSTICE).HOTEL MANAGER SUES PROPRIETOR.—WE  
LIESU T.

The action brought by J. H. Oxberry against F. Reichmann, proprietor of the Grand Hotel, to recover \$13,65, damages suffered by the plaintiff by reason of the defendant's breach of contract of employment dated 8th August, 1910, was continued before his Honour the Chief Justice and a special jury composed of Messrs. A. R. Lowe (foreman), J. G. B. Suyer, W. A. Dowley, W. S. Balby, E. A. Ram, W. Logan and D. W. Cradock.

Sir Henry Berkely, K.C., instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell), appeared for the plaintiff, and defendant was represented by Mr. Eldon Potter, who was instructed by Mr. J. H. Gardiner.

James H. Oxberry, called a sworn, gave evidence on the lines of his Counsel's opening statement. He said he was not intoxicated on one single occasion while in the employ of the defendant, and never used abusive language towards him. He had never heard of guests going to Mr. Reichmann and saying, "What is the matter with Oxberry? He seems very thirsty." On the night when he went to bed at nine o'clock he was off duty, but he was absolutely sober. On April 8th, when witness went to take his wife to dinner he found her in tears, and in consequence of what she told him he waited in the bar for Mr. Reichmann. When the latter entered witness said he would not have Mrs. Reichmann insulting his wife. Mr. Reichmann replied that he would not have Mrs. Oxberry sending insolent messages to his wife. Witness told the defendant that in future he must keep his wife out of the management of the business. He said that he had put up with enough obstacles and contradictions for peace and quietness, but in future he would expect his orders to the boys to be obeyed. Defendant rapped his hand on the counter and said, "Won't you obey my orders?" Witness replied, "Yes, and yours only in the hotel." On the night of the theatre witness did not take the cash. It was taken by Mr. Reichmann. During his twelve years' service with the Hongkong Hotel no charges of intoxication were brought against him. Since his dismissal witness had endeavoured to get employment, but had been unable to do so. He always received the reply, "No vacancies."

Cross-examined by Mr. Potter:

If you are the best runner in Hongkong, wouldn't you be a very valuable employee to a man in Mr. Reichmann's position?—I should say so.

That being the case, will you tell me why Mr. Reichmann and four other witnesses have come here and deliberately perjured themselves? That is what you say they have done—I cannot give any reason at all.

He has come here and committed deliberate perjury. Now, give me some reason for that?—The only reason I can give is that I have worked his business up to a standard and he now thinks he can do without me. Also the quarrel between my wife and his.

Do you suggest that he will do his own running in future?—I don't know. He has done it before.

Do you seriously tell the jury that Mr. Reichmann came here and committed this deliberate perjury because he thought he could get on without you, and because there was a quarrel between your wives?—Precisely.

May I take it that up to the 9th April you and Mr. Reichmann were on perfectly friendly terms?—Yes.

And although you were on friendly terms up to the 9th, he conceived the idea on the 11th of dismissing you and conspiring to get you out of the hotel?—Yes.

I suppose you will agree that Mr. Reichmann, if he has done this, and if you are an innocent person, must have contemplated an action being brought by you?—I don't know whether he did or not. Probably he thought I wouldn't bring an action.

Mr. Reichmann said you were drunk on Christmas and again at New Year, but that he did not take any notice. Can you suggest any reason for that artistic piece of perjury on Mr. Reichmann's part?—I don't know what reason is possible, except that he had been ordered by his wife to dismiss me.

And now the January incident. Mr. Reichmann said that at about 11 in the morning you came from a P. and O. ship and introduced him to a steward. Is that true?—No. It is a funny P. and O. boat where the steward can get off at 11 in the morning.

It is imagination?—Yes.

Do you suggest the steward cannot get off a P. and O. boat at 11 a.m.?—Except on business.

And it is untrue what Mr. Reichmann said, that you told him you had a bottle of champagne on board?—Yes, it is a funny P. and O. boat where you will get a bottle of champagne from a steward.

Is it untrue that Mr. Crew told you not to go into the dining-room?—He advised me not to go in because I was not in evening dress.

Why were you not in evening dress that evening?—Because I did not get back from the races soon enough.

You and Mr. Crew were on quite friendly terms were you not?—No. We had not spoken for a month until a few days before.

To come on to the 9th. You do admit that some conversation took place between you and Mr. Reichmann after tiffin?—Yes.

Did you take the takings on the night of the 10th?—I was going to take them when Mr. Reichmann came in.

Did you take any orders for supper that night?—At a quarter to twelve I took an order for sandwiches.

And champagne?—Not to my knowledge. If any champagne was supplied it must have been by the boys.

When did the party leave the dining room?—I did not see them go. Probably about five minutes to twelve.

It is quite untrue, as Mr. Reichmann says, that you were in the bar at 12.40 a.m., and intoxicated?—Absolutely untrue.

You were not in the habit of sitting in the lounge at the Hongkong Hotel?—No.

This was the first occasion on which you were entitled to sit in a lounge and smoke cigars?—Anyone is permitted to do that.

While you were in the Hongkong Hotel you didn't do that?—No.

This is a new mode of living for you?—Yes.

How many drinks did you have in the hotel on the morning of the 10th?—I may have had one or two.

How many had you during the afternoon?—Probably one or two more.

And in the evening?—Three, as far as I can remember.

Did you pay for them yourself, or did other people pay for them for you?—Some I paid for myself.

How many did you pay for yourself?—I couldn't say. About three.

And how many do you think other people stoned you?—Probably five more.

I think for the day of the 10th you signed about ten chits?—I couldn't say.

You signed eleven chits (chits produced). They were entertaining chits.

Do you mean to say those people won't give you drinks in return?—Not at all.

Don't you think 14 drinks would be too much for you?—Not the kind I take.

What kind do you take?—Half beer and half lemonade.

Will you show me such a drink in any of these chits?—Witness referred to certain chits.

On the 9th and 10 April your chits for drinks came in all to \$20.50?—That is quite possible, and I paid them all. I paid for entertaining allowance out of my own pocket.

Ordinary days your entertaining allowance amounted to \$4.40. Why this increase?—Probably there was an influx of shipping, and a number of the Bandmann Co. were in the hotel.

Do you deny that at times you did not meet steamers after the runner had called you?—Only once, after the Bandmann Co. came.

Was that because you were not called?—Yes.

You did not want to avoid the duties of runner?—No, it was to my interest to go off.

Why didn't you stay on at the Hongkong Hotel?—I had better inducements.

Was it an attraction that you were to be called manager?—Yes.

Re-examined by Sir Henry Berkely:

It is said that you spent \$20 in two days. Is it out of the way in your position as manager to spend \$10 a day for entertaining purposes?—No.

His Lordship—Do you often do it?—I have done it many times.

It runs away with a salary of \$200 a month?

I got drinks at cost price.

Harry Haynes, manager of the Victoria Hotel at Shamian, and formerly manager of the Hongkong Hotel for nine years, stated that Mr. Oxberry was at the latter hotel all the time he was there. Witness was brought into daily contact with the plaintiff, and had every opportunity of observing his habits.

Did you ever see him at any time under the influence of liquor?

Mr. Potter objected to the question.

Witness?—No.

Sir Henry Berkely submitted that the evidence was relevant, because intoxication was alleged by one side while it was absolutely denied by the other. Then the question arose as to the probabilities, and as to which witnesses were to be believed. He was entitled to prove that the plaintiff had always been a sober man, and was unlikely to suddenly burst out and become the drunkard he was said to be.

His Lordship—It would be just as reasonable to give evidence that Mr. Reichmann never told a lie. The fact that Oxberry had been a total failure all his life up to the 9th April would not weigh a feather's weight if it was known that he was drunk on the 10th. I uphold Mr. Potter's objection.

Sir Henry then intimated that he did not wish to examine Mr. Haynes further.

Arthur Harper was the next witness. He said he was staying at the Grand Hotel at the time of the Hongkong races. He saw Mr. Oxberry at the hotel and at the booth at the races, and he was perfectly sober.

It is imagination?—Yes.

Do you suggest the steward cannot get off a P. and O. boat at 11 a.m.?—Except on business.

And it is untrue what Mr. Reichmann said, that you told him you had a bottle of champagne on board?—Yes, it is a funny P. and O. boat

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Why were you not in evening dress that evening?—Because I did not get back from the races soon enough.

You and Mr. Crew were on quite friendly terms were you not?—No. We had not spoken for a month until a few days before.

To come on to the 9th. You do admit that some conversation took place between you and Mr. Reichmann after tiffin?—Yes.

Re-examined by Mr. Potter:

Would you think he had had ten drinks?—Certainly not.

Would you think he had had eight?—I could not say how many he had.

Re-examined by Sir Henry Berkely:

Whatever number of drinks this man may have had, and whatever length of time he carried them over, when he spoke to you he spoke as a perfectly sober man?—Yes.

Sir Henry Berkely—Some people carry their liquor better than others.

Thomas A. Kidwell, ship's draftsman at the Tai Kok Dock, John Taylor, an assistant in McEwan, Erick & Co., and N. Moses, an assistant in Messrs. Wilks & Jack, testified to the sobriety of the plaintiff.

G. H. Wilson, a merchant carrying on business at Beaconsfield Arcade, said he was at the Grand Hotel on New Year's day. He saw Mr. Oxberry both in the morning and in the evening, and he was sober. When the trouble occurred on the 9th April witness was present. He heard voices in altercation and looked in the bar. There was no one in the billiard room.

Cross-examined by Mr. Potter:

Did you have any drinks with Oxberry that evening?—No.

Mr. Kelly has told us he was in the billiard room at the time this alteration went on. Do you deny that?—Yes.

Mr. Kelly might have been in the billiard room?—He might have been hiding in a corner somewhere.

Apart from hiding in a corner, being up the chimney, or in some other ambuscade, are you prepared to swear that Mr. Kelly was not in the billiard room?—He might have been hiding in a corner.

Witness was accused of being up the chimney, or in some other ambuscade, are you prepared to swear that Mr. Kelly was not in the billiard room?—Yes, unless he was in a box.

You did not see Mr. Crew pass through?—No.

R. D. Johnson, senior writer in the violin department of the Naval Yard, deposed to living in the Grand Hotel between August, 1910, and April, 1911. Between January and April witness saw Mr. Oxberry almost every time he went into the hotel, but never saw him intoxicated. After tiffin on April 9th he heard high voices in the bar, and on looking through the billiard room door saw Mr. Oxberry and Mr. Reichmann. He had a good view of the billiard room, but saw no one there.

Mr. Potter—Might a person have been in the billiard room without you seeing him?—He could have been in the one corner.

This concluded the plaintiff's case.

(a) Are all or any of the charges of intoxication proved?

(b) Is the charge of insobriety proved?

(c) Is the charge of disobedience of orders proved?

If the jury found in the affirmative for any of either of those questions, then the defendant would be entitled to their verdict. If they found all three were not proved, then the plaintiff would be entitled to their verdict, and they should consider the damages.

The jury retired, and after an absence of about half-an-hour returned into Court.

The Foreman then announced that by a majority of four to three they found the first question not proved, and the questions of insolence and disobedience not proved. They were unanimous on the question of damages, which they assessed at six months' salary, and allowances at \$350 a month, or \$2,100 less half for the wife, which left a sum of \$1,050.

His Lordship—I wish I could agree with your verdict.

Mr. Reichmann entered judgment accordingly.

Mr. Potter—Would your Lordship grant a stay for fourteen days to allow us to consider our position?

His Lordship—Yes.

Proceeding, the witness said his wife was muttering "Blood, blood. I've shot a man." She mentioned Steward's name. She showed considerable mental distress.

WHAT THE ACCUSED SAID.

On the verandah the only signs of struggle witness saw were an overturned chair, a displaced chair, and disturbed books. Accused said to witness, "Mr. Steward came to the house." Then she talked unintelligibly. Witness went out and discovered the body, which he saw was that of Steward. Witness then ran to the police station and summoned Inspector Wyatt.

Later his wife made a statement that, after dinner, she was finishing a letter about nine o'clock, when she saw Steward getting out of a chair. He enquired for Mr. Proudlock, and she told him that her husband was dining out at Amblers'. Steward then told his rischa to wait some distance off, and she asked Steward to allow the cook to wait there because of rain. Steward said it was not nice to hear the cook splitting, so he sent the man away. Steward came on to the verandah. During the conversation, Mrs. Proudlock rose up to get a book. Steward also rose up and put his arm around her and told her he loved her, and said, "Let me have you." Steward turned out the light and attempted to outrage her. Mrs. Proudlock struggled and reached towards the switch. Steward seized her hand which came in contact with the revolver and she seized it. Steward tried to put her down. She was frightened, and feeling sick she fired once, but remembered two reports! She remembered stumbling and nothing more, till she came to herself again on the verandah. Then she went out to call the boy, and then saw the revolver in her hand and threw it down.

The Court adjourned until next day, when Mr. Proudlock was cross-examined by Mr. Pooley.

He said he married the accused in April, 1907. She was in poor health and they left homewards on the day of the marriage. The child was born in 1908. His wife was very bad and had never been well since, suffering from acute headache. She was nervous and easily frightened.

Witness never made a complaint of any sort. His wife had a number of friends. Witness knew the deceased for two years. Deceased was a member of the witness' house for dinner, and he was accompanied by Mr. Ambler and Mr. Rhodes.

Mr. Ambler was an associate of Mr. Rhodes. They were on friendly terms with the deceased, and that on April 23rd the deceased went to visit Mrs. Proudlock at nine o'clock.

A PRECONCEIVED CALL.

The prosecution would allow, and this was a point the Court would decide, that that call was the result of an informal appointment by preconcerted arrangement, and that it was not the result of a haphazard, incidental meeting. The reason for the prosecution's submitting this inference was that Mr. Steward, when at Stone Estate the same day, declined to stay to dinner, as he had an appointment at Kuala Lumpur to attend to and entered the Salangor Club. Undoubtedly, it was a fact that he was present in the Club about the termination of the church services, and the Proudlocks came across from church.

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Agents. Hongkong, 15th June, 1911. [825]

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Hongkong, 26th October, 1906. [603]

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Hongkong, 21st February, 1911.

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JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 3rd June, 1911. [788]

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that the Postponed EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL at 12 NOON on SATURDAY, the 17th day of June, 1911, when the following Special Resolutions will be submitted:

1. That GEO. FENWICK & Co., LTD., be wound up voluntarily.
2. That the partners in the firm of Messrs. PARCY SMITH, SETH and FLEMING, of Hongkong, be appointed Liquidators with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors,  
JOHN I. ANDREW,  
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Hongkong, 9th June, 1911. [812]

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Hongkong, 2nd February, 1911. [270]

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Hongkong, 13th June, 1911. [820]

## BY ORDER OF THE MORTGAGEES.

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Hongkong, 8th June, 1911. [800]

## TO LET

## NOTICES TO CONSIGNEES

AMERICAN & ORIENTAL LINE.  
NOTICE TO CONSIGNEES.  
FROM NEW YORK VIA SUEZ.

THE Company's Steamship

"JESERIC,"  
having arrived from the above Ports, Consignees by her are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by 17th inst., at 5 p.m., will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representative on the 14th inst., at 11 A.M. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance has been effected.

THE BANK LINE, LTD., Agents.

Hongkong, 10th June, 1911. [817]

## "GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH,  
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THE Steamship

"GLENLOGAN,"  
Capt. Jas McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 19th inst., at 10 A.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 15th June, 1911. [823]

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NOTICE TO CONSIGNEES.

THE Steamship

"NIPPON,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 3rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

OLOF WIJK &amp; CO., CHINA AGENCIES AKTIEBOLAG,

Agents.

Hongkong, 13th June, 1911. [822]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORK,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co., General Agents.

Hongkong, 13th June, 1911. [5]

ON SALE.

MAIL TABLES  
FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well as their destinations, as the dates of return Mails.

Mounted on Card ... 30 Cents  
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 6th February, 1911.



## NAPIER JOHNSTONES'

## "SQUARE BOTTLE"

## WHISKY.

## UNVARIED FOR OVER

## 150 YEARS.

## THE SAME TO-DAY AS IN

## 1745.

BEWARE OF  
IMITATIONS.

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

## LATE TELEGRAPHIC NEWS.

[FROM SOUTHERN NEWSPAPERS.]

LORD OWEN.

London, May 24th.

Lord Crewe returns to the India Office within the next few days.

ANOTHER AVIATION FATALITY.

Strasburg, May 24th.

The aviator Laemmlein fell 200 feet and was killed.

WEWING IN GREAT BRITAIN.

London, May 25th.

At the Crystal Palace yesterday, the Indian wrestler, Ahmed Bux, defeated the Swiss wrestler, Riaz, for £50 a side, under the catch-as-catch-can rule. Each man weighed 14st. 6lb. Riaz was plucky and clever, but the Indian was stronger and quicker. The first fall was gained in 1 min. 6 sec., and the second in 3 mins. 19 secs. There were 4,000 spectators present.

KING GEORGE'S COURT.

London, May 25th.

King George and Queen Mary held their third Court yesterday evening. Their Majesties having previously received the Maharajah of Bikaner and the Maharajah of Cooch Behar.

GUN-BUNNING IN THE RED SEA.

Hodeida, May 24th.

The Ottoman gunboat *Rifkiya* has sunk the two dhows which was supposed to be gunrunning in the Red Sea. The gunboat had bombarded the town of Khoka, the base of the illicit traffic. Two seamen were wounded.

CUNARD STEAMER ASHORE.

London, May 24th.

The Cunard steamer *Ivernia*, from Boston for Liverpool, struck on Daunt Rock in a fog. The fore compartment was flooded, and she was beached in the inner harbour at Queenstown.

AVIATORS' EXPERIENCES.

London, May 26th.

The aviator M. Vedrine arrived at Madrid and was given a great ovation. He was in such a number condition that he had to be taken to the hospital, but he revived after being massaged.

M. Vedrine, like M. Gibert, was attacked by an eagle while crossing the Guadarrama mountains. He escaped it by dipping and rising quickly.

DAILY MAIL RIFLE CUP.

London, May 26th.

The results of the contest for the *Daily Mail* Rifle Cup show a high standard of shooting.

The Rifle Regiment of Sydney and the Ibis Club, London, were bracketed with a score of 816, the highest hitherto attained. The next two scores are Young, New South Wales, 813, and Orange Free State 809.

FIRE IN AMERICAN FAIRYLAND.

New York, May 27th.

A fire on Coney Island has destroyed this mammoth dreamland pleasure resort. The flames have got beyond control and are spreading in four directions.

A COAL-OWNER'S OFFER.

London, May 27th.

Mr. Winston Churchill has announced that a coal-owner has offered a thousand pounds prize for the best electric lamp for use in mines.

THE CRISIS IN THE COTTON TRADE.

London, May 27th.

The General Committee of the Federation of Master Cotton Spinners' Associations have recommended users of American cotton to close the mills during the whole of Whit week and the following Monday. A circular to members states: "This is only a preliminary measure. Members will be asked to vote in favour of an organised short time till the end of the season. If the trade is to be saved from disaster, the Committee must be supported in its endeavour to deal with a situation becoming more acute."

THE IMPERIAL CONFERENCE.

London, May 28th.

The Princess Christian yesterday received the delegates to the Imperial Conference and distinguished Colonials now in London. Prince Christian, the Prince Marie-Louise, the Princess Victoria of Schleswig-Holstein, the Duke and Duchess of Connaught, Lord Kitchener, Lord Denman, Lord and Lady Osborne, Mr. and Mrs. Harcourt, Lord Minto, Colonel and Mrs. Seely and a number of other prominent people were present.

THE PARLIAMENT BILL.

London, May 29th.

In the Debate in the House of Lords on the second reading of the Parliament Bill, Lord Lansdowne said the fact that they were not dividing did not mean that they accepted even provisionally the place the Bill assigned the House.

If it was clear there were some grounds common to both sides. Therefore, it was desirable to discuss details and submit amendments, especially safeguards at a period preceding the re-constitution of the House of Lords sufficient to protect the foundations of the United Kingdom from irreparable change.

Lord Morley said he had listened to Lord Lansdowne with pleasure. In spite of the failure of the Conference, he did not despair of a settlement. Government were prepared to discuss any amendments which did not oppose the effective predominance of the House of Commons. He was confident that the same view of Parliamentary necessities would animate both sides in the latter stages of the Bill.

JUDGES IN INDIA.

London, May 29th.

Government propose to introduce a Bill increasing the number of Judges in India as soon as possible after WhitSunday. It is hoped to carry it this session.

ALLEGED INSURANCE FRAUD.

London, May 29th.

Lieutenant Cecil Cameron, 57th Battery R. G. A., and his wife are being tried at Edinburgh for attempting fraudulently to obtain £6,500 the sum for which a certain pearl necklace was insured.

The defendants state that the necklace was stolen in a street in Edinburgh, while the prosecution maintains that no robbery occurred.

WELSH MINERS CONFERENCE.

London, May 28th.

The Welsh Miners Conference at Cardiff yesterday rejected the proposed strike settlement on the terms accepted by the National Federation, which consequently withdrew £2,000 a week strike pay.

THE PARLIAMENT BILL.

London, May 29th.

The House of Lords passed the second reading of the Parliament Bill without a division.

Lord Rosebery, referring to Lord Morley's suggestion of co-operation in reform, said when the Bill was passed the composition of the House did not matter a straw. The course Lord Lansdowne had chosen was the best. The nation did not appreciate the importance of the question.

When it did it would not be content with a phantom Second Chamber, but would demand the restoration of the Constitution.

Later.

The Lords will not discuss the clauses of the Parliament Bill till after the Coronation.

## POLO IN THE UNITED STATES.

New York, May 29th.

Both the polo teams have played their final practice games. The British challengers yesterday defeated a smart American team by 10 goals to 7. The betting is 5 to 1 on the Americans.

THE CORONATION.

London, May 30th.

The bearers of the Regalia at the Coronation will include Lord Roberts and Lord Kitchener, who will be bearers of the second and third swords, respectively.

TRADES UNIONS AND THE CORONATION.

London, May 30th.

The King has commanded the Earl Marshal to invite two representatives of the Trade Unions to attend the Coronation.

The Parliamentary Committee of the Trades Congress has chosen two well-known Trade Unionists.

THE SOFT PHRASE OF PEACE.

London, May 30th.

Germany has expressed willingness to negotiate with the United States for a general arbitration treaty on the lines of the draft treaty submitted by the American Government.

Washington, May 31st.

Germany's willingness to negotiate for a general arbitration treaty with the United States and the expectation that other Powers will also negotiate will probably retard the consummation of the treaties with Great Britain and France until the winter.

A TRUCK.

London, May 30th.

The Liberals are, with gratification, at least at present, passing the second reading of the Parliament Bill, its inevitable acquiescence in the people's will.

The Conservatives, while they regard it as the proper course, intimate that it does not mean unconditional surrender. The real fight will begin in Committee after the Coronation.

ROYAL CONGRATULATIONS FOR SOUTH AFRICA.

London, May 30th.

The King has telegraphed to Lord Gladstone requesting him to convey to the Government and people of South Africa his cordial congratulations on the anniversary of the Union. His Majesty is confident that the work begun with the co-operation of both races will be crowned with increasing success.

The Government and the Imperial Conference have sent similar telegrams.

THE GOVERNMENT AND THE LABOUR PARTY.

London, May 30th.

Sir Rufus Isaacs, moving the Trades Union Bill to meet the Osborne Judgment, said the Bill authorised special votes for political purposes if approved by the majority of the members. Those objecting would be exempt by giving written notice.

Mr. F. E. Smith said the Bill would satisfy nobody. The protection of minorities was illusory. If the Osborne Judgment was to be reversed in this way, he and others would have to reconsider their attitude in favour of the payment of members.

Mr. Ramsay MacDonald said the Bill did not give the Labourites the fair and equitable conditions they wanted for their support. He expressed himself in favour of the Bill, however, believing that it could be amended.

EASY PAYMENTS.

London, May 30th.

COMMERCIAL UNION  
INSURANCE CO.

[FROM THE "POST MAGAZINE AND INSURANCE MONITOR."]

Most impressive is the onward march of the Commercial Union Assurance Company, which great establishment entered upon its fifth year in a position of commanding magnitude and amid circumstances of remarkable prosperity. The ceaseless energies of the management are not concentrated in a single direction, for the undertaking is to the front in all departments of its operations, which are on a huge scale and of ever-increasing importance. In life insurance the Company now successfully administers funds of £22 million, its marine branch has acquired fame for its extraordinarily profitable results, in fire insurance the second place is occupied in regard to premium income and in the accident department an actual supremacy in this respect has now been achieved. There is now from all sources a total premium income exceeding £4 millions per annum, and this immense sum can only be the limit for the moment.

Firo.—To the already vast income from fire premiums there was another substantial addition in 1910, when £3,159,967 was reached, the increase of £124,806 supervening on one of £229,196. Prior to 1905 the annual premium receipts were under two millions, and, after being for four years above this amount, they passed the third million in 1909. A splendid profit yield was produced by last year's transactions, for the losses were again on a very low scale, requiring £1,502,553, or only 47.8 per cent. of the premiums. Including commission for fire, state charges and contributions for fire brigades, the expenses absorbed £1,235,944, or 55.8 per cent., leaving a surplus of £513,420, following ones of £515,626 to the previous account. After taking in the Ocean fire fund of £17,555 and allowing a trifle for bad debts, there was a disposable balance of £530,766, of which £200,000 was transferred to profit and loss and £330,766 to the departmental fund, thereby increased from £3,910,225 to £3,141,491, or more than the premium revenue of the year.

In the forty-nine years from the commencement in 1861 to 31st December, 1910, the fire premiums as set out in the annual reports of the Commercial Union have amounted to £47,989,227 and the losses to £27,749,938, or 57.82 per cent.

Lifes.—In commenting upon the 1909 report of the Commercial Union we suggested that the new business of the year might be taken as affording a measure of the Company's producing power in the life department, sufficient time having elapsed for a complete assimilation of the connections recently acquired through the amalgamation with it of other life offices. On the whole, the record of 1910 tends to confirm that impression. 3,645 new policies having been issued, for £2,045,089, as against 3,461 for £1,182,052 in 1909. No great difficulty, of course, would be likely to be experienced by an office of the standing of the Commercial Union in adding to these larger figures by drawing upon fresh territory. But this would not necessarily benefit the policy-holders, and it is noticeable that out of the new business of £1,13,116, all but £101,241 has been obtained at home.

From £491,994 the total net premium income has advanced to £495,585, the interest revenue represents the high average yield of £4 4s. 3d. per cent. on the life funds, after deduction of income tax—an improvement over the £4 3s. 1d. of the previous year and the ratio of expenditure to premiums has fallen from 131 to less than 126 per cent. £400,539 has added to the funds, raising them to £4,349,572, apart altogether from nearly £3 millions sterling held in reserve for the payment of claims.

Marine.—This ever flourishing branch of the Commercial Union was again highly profitable. The premiums rose from £23,683 to £30,521, the increase of £26,233 following one of £38,965. A favourable loss experience represented by claims of £151,771 paid and outstanding, combined with the moderate outlay of £52,439 for expenses, left the fine surplus of over £102,000. Of this, £50,000 was transferred to profit and loss, while the marine fund was augmented from £71,400 to £78,782—a specially generous provision, the maintenance of which helps materially to swell the interest revenue.

Accident.—Through the acquisition of the Ocean Accident and Guarantee Corporation the business in the accident department, already of considerable proportions, assumed an importance unequalled by that of any other company. In the personal accident section the premiums of £401,943 were faced by claims paid, £183,500, with £34,188 additional liability for claims outstanding—thus indicating a ratio of 55.4 per cent.—and by an outgo for management and commission amounting to £156,129, or 58.8 per cent. After bringing in the Ocean fund of £127,285 and transferring £51,873 to the general accident fund, the personal accident reserve for unexpired risks was raised from £35,522 to £33,981, or 33 per cent. of the premiums.

Home employees' liability business amounted for £519,850 in premiums, £473,567 in claims paid and estimated for, and £167,555 in expenses. In the preceding account the Commercial Union was able to wrest from this exacting class of insurance a favourable balance of about £12,000, and no doubt advanced rates will eventually enable it to derive a fair margin of profit from the risks taken over. The Ocean fund having brought in £2,8672, a transfer of £14,719 from the general accident fund was all that was needed to make up the 40 per cent. reserve.

In the general accident branch, embracing employers' liability business abroad and miscellaneous risks, the premiums were £23,683 and the claims £560,459, or 44.9 per cent., with £476,123, or 38.1 per cent., for management and commission. The account relating to this vast business received £235,409 from the Ocean fund, and in a transfer from it of £60,000 there is deducted the year's contribution to profit and loss arising from the entire operation of the accident department, the general accident section of which is left with a reserve of £236,456, or over 50 per cent. of the premiums.

The profit and loss account received the interest not otherwise apportioned, this amounting to £230,316 and being more than sufficient to pay the year's dividends. Profit contributions from the fire, marine, general accident and life departments came to £339,446. A quarter-of-a-million was written off the cost of businesses acquired, and at this rate the item at present figurings on an asset in the balance sheet will be extinguished in a few years; while by the issue to proprietors of companies taken over, of terminable debenture stocks instead of ordinary shares, the sum is avoided of maintaining, on what would be a growing capital, a rate of dividend once declared.

## WEATHER REPORT.

On the 14th at 11.55 a.m.—The barometer has risen moderately in N.E. Japan, the depression lying off Hokkaido yesterday having moved away over the Pacific.

Pressure has given way quickly on the E. coast of China, a depression, formed over the continent to the South of the Yenan valley, having advanced towards N.E. and reached the neighbourhood of Shanghai.

Pressure has increased slightly over the Philippines. It is highest over the Pacific to the Eastward of the Bonins.

Moderate S. monsoons may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, C.13 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood... (S. and S.W.)

Formosa Channel ... (winds, fresh.)

South coast of China between ... Same as No. 1.

Hongkong and Lanauks ... Same as No. 1.

South coast of China between ... Same as No. 1.

Hongkong and Hainan ... Same as No. 1.

\* S. winds, moderate; showery.

## UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Katong ...	Kobo
Kuching ...	Omata
Kollomtje ...	Sorabia
Kwangsing ...	Sorabia
Kwantsung Kwangtung	Kobo
Massey, Hongkong Hotel	St. Petersburg
151, 528 ...	Amoy
J. Nott ...	Manila
2988, 4410 ...	Amoy
2988, 4410 ...	Bombay

The following is a list of unclaimed telegrams in the Eastern, Australasia & China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Archbold-Stanley, Pacific Mail Line Office	Chicago
Ceyras Denno Messenger	Australia
Davao-Principe-Mahachak	Hanoi
Hailang	Manila
Lawtheen 221, Hollywood	Batavia
Sands ...	Rangoon
Sherin ...	Macao
Shuncheong ...	Bombay
Tewsham s/o Waigatuyen	Namidah
Bonham Strand ...	Port Darwin
Wossing	Bombay

## JAPANESE ABROAD.

## A REMINISCENCE OF THE EARLY DAYS.

The *Jiji* publishes an interesting document which was given to Admiral Count Togo more than forty years ago by the late Mr. Kawamura, Minister of State for the Navy, when the Admiral first left for England in company with eleven other fellow students to prosecute his studies. The document accompanied the Admiral to London and remained there in his possession for eight years from 1871 to 1878. It was brought here by the Admiral when he returned on the cruise of *Hizen*, and since that time it has remained in his possession as a souvenir of bygone days. The following is a translation of the document referred to:—

Every clause of the provisions contained in the Treaties with various countries shall be kept in your mind.

When you see or hear of things, no matter what they may be, which you think conducive to the interests of this Empire, cause thorough investigation to be made thereof with all your might and main and report them in writing to the Foreign Office or the officers in charge of foreign affairs at Kanagawa, Osaka, Hyogo, Niigata and Ha'ida-ode, when the mail service is available, or otherwise send in such report after your return home.

Now that you are going to leave the land of your parents for a foreign country, I feel confident that you have all formed your resolutions. You must, nevertheless, be very careful in your deportment and be always mindful not to do even the slightest thing that might disgrace the honour of this Empire. Never borrow money from foreigners unless you can back it up with security. If you purchase a debt abroad for travelling expenses and other unavoidable necessities, you must clear it off by all means before you leave for home, and must not under any circumstances leave your debt unpaid. If, when you return home without paying the money you owe to a foreigner and disclosures are made thereof, not only yourselves but your master and all your relatives will be held responsible according to circumstances and called on to pay off the debt.

If you happen to meet your own countrymen during your sojourn abroad you must befriend them, even if they are parties unknown to yourselves, and you must give them sound advice if they be found in fault. You must also give them relief if they are in sickness or in distress.

Even if you happen to owe foreigners a sum you must show the utmost patience and appeal, if unavoidable, to the Government of the land to have your wrongs adjusted. However exasperating the case may be you must refrain from either killing or injuring foreigners.

The soils entrusted to you must be treated with great care and handed back to the authorities after your return home. The soils will eventually enable it to derive a fair margin of profit from the risks taken over. The Ocean fund having brought in £2,8672, a transfer of £14,719 from the general accident fund was all that was needed to make up the 40 per cent. reserve.

Home employees' liability business amounted for £519,850 in premiums, £473,567 in claims paid and estimated for, and £167,555 in expenses. In the preceding account the Commercial Union was able to wrest from this exacting class of insurance a favourable balance of about £12,000, and no doubt advanced rates will eventually enable it to derive a fair margin of profit from the risks taken over.

The soils entrusted to you must be treated with great care and handed back to the authorities after your return home. The soils will eventually enable it to derive a fair margin of profit from the risks taken over.

The term of your sojourn abroad is not specifically fixed but you are permitted to extend your stay for about ten years.

When you come home at the expiration of your term you must produce a report of the particulars of your journey.

## ON SALE.

## A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of proceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 TO 1909.

Price \$2 Cash. On sale at the "DADY BURJOR & CO." Office, or Local Booksellers,

Price \$2 Cash. On sale at the "DADY BURJOR & CO." Office.

Kerosene Oil—Standard Oil Co.

## BY ROYAL WARRANT

PURVEYORS TO

H.M. KING GEORGE V.

JOHN N. BEGG'S FAMOUS SCOTCH WHISKY.

WHOLESALE AGENTS:

DADY BURJOR & CO.

7, QUEEN'S ROAD CENTRAL,

HONGKONG,

TELEPHONE NO. 665.

## "HONGKONG DAILY PRESS"

## PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00

Do. Do. Small Edition 6.00

CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe ... 3.50

THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebriations in 1893 ... 1.00

FIFTY YEARS ANGLO-CHINESE CALENDAR, 1894 to 1913 ... 2.00

RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1905 ... 2.00

BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 ... 1.00

TRADE MARK REGULATIONS IN CHINA ... 0.25

FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. Lloyd; with Maps 3 ILLs. \$1.75

HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50

TRADE MARK REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50

HONGKONG HANSDARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 3.00

SKETCH OF THE WEST RIVER ... 0.50

PLAN OF VICTORIA ... 1.00

" KOWLOON ... 0.75

" PEAK ... 0.75

" NEW TERRITORY ... 0.75

" CANTON ... 0.50

POWER OF ATTORNEY FORM ... 0.25

MAIL TABLES for 1911 ... 0.30 & 0.25

SHIPPING IN PORT

THE AMERICAN MAIL

The P. M. S. Co.'s str. *Manchuria* is due to arrive at Hongkong to-morrow between 3 and 10 a.m.

The T.K.K. str. *Chigo Maru* with the U.S. mails sailed from Yokohama on the 12th inst., and is due at Hongkong on the 20th instant.

The P.M. S.S. Co. str. *Mongolia* sailed from San Francisco on the 6th inst. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th instant.

THE AUSTRALIAN MAIL

The E. & A. str. *Eastern* from Sydney with Hongkong via Timor and Manila.

The E. & A. str. *Empire* left Sydney on the 12th instant for this port, via Queenstown ports, Port Darwin on the 31st ultimo.

THE CANADIAN MAIL

The C.P.R.

## SHIPPING

## ARRIVALS

BRAND, Norwegian str., 14th June—Canton.  
DAGNY, Norwegian str., 14th June—Canton.  
DAIGO MARU, Japanese str., 846, H. Murayama,  
14th June—Swatow 13th June, General—  
Osaka Shosen Kaisha.  
DEPFLINGEL, German str., 5,022, F. Prosch,  
14th June—Shanghai 10th June, Mails  
and General—Melschers & Co.  
FUKU MARU, Jap. str., 4,187, H. Tominaka,  
13th June—Moji 6th June, Coal—Mitsui  
Busan, Kaisha.  
HAITAN, British str., 1,183, J. S. Ronob, 14th  
June—Foochow, Amoy and Swatow 13th  
June, General—Douglas, Lapnik & Co.  
HUCHOW, British str., 14th June—Canton.  
LUNAN, British str., 14th June—Canton.  
MARSHALL, German str., 631, Chr. Uderup,  
14th June—Haiphong and Hollow 13th  
June, Rice and General—Johnson & Co.  
TELEMACHUS, British str., 1,350, Fraser, 14th  
June—Saigon 10th June, Rice and General  
—W. Rat Sing.  
YATSHING, British str., 1,424, S. J. Payne, 14th  
June—Shanghai and Swatow 10th and 13th  
June, General—Jardine, Matheson &  
Co., Ltd.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE  
14th June.  
Antiochia, British str., for Manila.  
Dagny, Norwegian str., for Hongkong.  
Dorfingel, German str., for Europe, &c.  
Glenegian, British str., for Shanghai.  
Halvard, Norwegian str., for Illohow.  
Helene, German str., for Swatow.  
Loongnoung, German str., for Saigon.  
Pontong, German str., for Bangkok.  
Quinta, German str., for Bangkok.  
Tawmou, German str., for Shanghai.

## DEPARTURES

14th June.  
HALVOTES, Dutch str., for Palembang.  
HANOI, French str., for Haiphong.  
HOPRANG, British str., for Singapore.  
HUIKHONG, British str., for Tientsin.  
INDIA, British str., for Singapore.  
JEMERIC, British str., for Swatow.  
KWANGRE, British str., for Swatow.  
LAROO LAW, British str., for Moji.  
LOUNG, British str., for Shanghai.  
MAUSANG, British str., for Sandakan.  
NIPON, Swedish str., for Shanghai.  
PROTESTALUS, British str., for Kuchinoza.  
SIGNAL, German str., for Haiphong.  
SOSHU MARU, Japanese str., for Swatow.  
TAIYUAN, British str., for Australia.  
VORKE, German str., for Shanghai.

## SHIPPING REPORTS

The British str. Haitan reports: Light S.W.  
winds and fine weather.

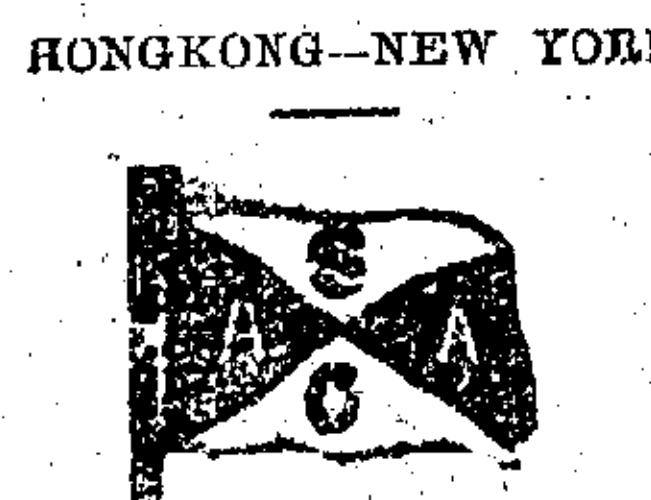
## PASSENGERS ARRIVED

Per Haitan, from Coast Ports, Mr and Mrs Ehrenfeld, Mr. Melschers and His Excellency Chan.

## DEPARTED

For York, for Shanghai, Mr. E. B. Bruce,  
Mr. Grunewald, Mr. H. G. Dowell, Mr. and Mrs.  
A. Sober, Mrs. Reed, Mr. L. Layne, Mr. S.  
Edmund and Mr. J. Shellen, for Nagasaki, Mrs.  
Naha, Mr. Yamada and Mr. Jasamoto; for  
Kobe, Mr. Kubo; for Yokohama, Mr. M. Egan,  
Mr. H. Mengham, Mrs. Ware, Mr. and Mrs.  
St. Clair, and Mr. H. Steppani.

## VESSELS ON THE BERTH



## HONGKONG—NEW YORK

AMERICAN ASIATIC S.S. CO.  
For NEW YORK VIA PORTS  
AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast.)  
"DACRE CASTLE," { On or about 21st  
June.  
For freight and further information apply to  
SHEWAN, TOMES & CO.,  
General Agents,  
Hongkong, 30th May, 1911. [767]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
RANGOON, COLOMBO, BOMBAY,  
KARACHI, ADEN, SUEZ  
AND PORT SAID.  
(Taking cargo at through rates to the PERSIAN  
GULF, RED SEA, BLACK SEA,  
LEVANT, VENICE and  
ADELAIDE PORTS.)

THE Company's Steamship  
"E. FRANZ FERDINAND,"  
Capt. B. Cobel, will be despatched as above on  
WEDNESDAY, 28TH JUNE, AT  
2 P.M.

This Steamer has capital accommodation for  
passengers, excellent cuisine, electric light,  
electric fan and carries a doctor and a stewardess.  
For information as to Passage and Freight  
apply to SANDEE, WIELER & CO.,  
Agents, Prince's Building,  
Hongkong, 12th June, 1911. [3]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "E," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.  
SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & R.R.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	E. F. Dalry, R.N.R.	P. & O. S. N. CO.	To-day at 1 P.M.
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	k. w.	S. Barcham	P. & O. S. N. CO.	On 24th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SIRHONIA	Ger. str.	—	K. Kotato	HAMBURG-AMERIKA LINIE	On 26th inst.
ROTTERDAM, & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Masse	HAMBURG-AMERIKA LINIE	On 9th July.
BRISBANE	BRISBANE	Ger. str.	k. w.	Girstenbrau	HAMBURG-AMERIKA LINIE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 6th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Faas	HAMBURG-AMERIKA LINIE	To-day at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUATA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 23rd inst.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Jap. str.	—	Kimbel	HAMBURG-AMERIKA LINIE	On 5th July, at D'light
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	BITACHI MARU	Jap. str.	k. w.	T. Yamawaki	NIPPON YUSEN KAISHA	For Freight or Passage, apply to
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	DERFFLINGER	Jap. str.	Aus. str.	F. Prosch	SANDER, WIELER & CO.	SANDER, WIELER & CO., Agents, Prince's Building. Hongkong, 12th June, 1911. [3]
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	Am. str.	B. Cobol	SHEWAN, TOMES & CO.	STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	DACRE CASTLE	Brit. str.	—	—	DODWELL & CO., LTD.	THE Company's Steamship
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAEAGLE	Brit. str.	1 m.	W. Davison	CANADIAN PACIFIC R. CO.	"PERSIA."
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF INDIA	Jap. str.	—	S. Tomimaya	OSAKA SHOSEN KAISHA	Captain Clunie will leave for the above-places on SATURDAY, the 17th inst.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MEXICO MARU	Jap. str.	—	K. Noda	NIPPON YUSEN KAISHA	This Steamer has capital accommodation for passengers, Electric Light, carries a Doctor and a Stewardess.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CHICAGO MARU	Jap. str.	—	J. M. Mathie	THE BANK LINE, LIMITED	For Freight or Passage, apply to
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	INDIA MARU	Jap. str.	—	W. W. Greene	PACIFIC MAIL SS. CO.	SANDER, WIELER & CO., Agents, Prince's Building. Hongkong, 12th June, 1911. [3]
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MANCHURIA	Jap. str.	—	Christen Smith	PACIFIC MAIL SS. CO.	STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CHITOGA MARU	Jap. str.	—	L. Kluckist	PORTLAND & ASIATIC S.S. CO.	THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	HENRIK IBSEN	Nor. str.	—	M. Yagi	MELCHERS & CO.	STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	COBLENTZ	Jap. str.	—	M. Winckler	THE BANK LINE, LIMITED	THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	THE STEAMSHIP
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANG MARU	Jap. str.	—	F. Iske	THE BANK LINE, LIMITED	"ARCADIA,"
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	DEIBRA, DELAGOA BAY, DURBAN, &c.	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	Captain S. Barcham, carrying His
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	KOBE & YOKOHAMA	Jap. str.	—	H. Hinokoma	TOYO KASEN KAISHA	Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 24th
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Jap. str.	—	Rooij	YOTO KISEN KAISHA	June, 1911, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MACEDONIA," 10,500
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	Forrest	JAVA-CHINA-JAPAN LINIEN	ton, from Colombo, passengers accommodated in which vessel is secured before departure from Hongkong.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	HONGKONG MARU	Jap. str.	—	V. McConnon-Liddell	BUTTERFIELD & SWINE	Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "AZABIA," due in London on the 6th August, 1911.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	TULATAP	Dut. str.	—	C. C. Williams	BUTTERFIELD & SWINE	Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	KEUPICHOW	Brit. str.	—	C. D. Goldsmith, R.N.R.	SANDER, WIELER & CO.	For further particulars, apply to
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CHEONGSHING	Brit. str.	—	Benson	HAMBURG-AMERIKA LINIE	E. A. HEWETT, Superintendent,
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str.	—	Clinnack	THE BANK LINE, LIMITED	Hongkong, 12th June, 1911. [1]
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MOJI, KOBE & YOKOHAMA	Brit. str.	—	Forster	NIPPON YUSEN KAISHA	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI VIA SWATOW	Brit. str.	—	W. C. Passmore	THE BANK LINE, LIMITED	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str.	—	J. W. Evans	NIPPON YUSEN KAISHA	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINHUA	Brit. str.	—	Teak	THE BANK LINE, LIMITED	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	PESSOA	Brit. str.	—	Sidford	NIPPON YUSEN KAISHA	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SINTO	Brit. str.	—	P. H. Rolfe	THE BANK LINE, LIMITED	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	HELLAS	Brit. str.	—	M. C. Smith	NIPPON YUSEN KAISHA	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	Tosawa	DAVID SASSON & CO., LTD.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CHOSHUN MARU	Jap. str.	—	E. P. Smith	JARDINE, MATTHESON & CO., LTD.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	TSINGTAU, WEIHAIWEI, & TIENTSIN	Brit. str.	—	T. A. Mitchell	PHILIPPINES S.S. CO.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SWATOW, AMOY & FOOCHOW	Brit. str.	—	H. Koops	PHILIPPINES S.S. CO.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SWATOW, AMOY & FOOCHOW	Brit. str.	—	—	REGULAR STEAMSHIP SERVICE	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	HAIPHONG	Brit. str.	—	—	WITH LIBERTY TO CALL AT MALABAR COAST.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	—	PROPOSED SAILINGS FROM HONGKONG	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	LOONGBANG	Brit. str.	—	—	FOR NEW YORK.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CEBU & ILOILO	Brit. str.	—	—	S.S. "PATHAN" ... On 29th June.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA, CEBU & ILOILO	Brit. str.	—	—	For Freight and further information, apply to	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	RUBI	Am. str.	—	—	DODWELL & CO., LTD.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	KAIFONG	Brit. str.	—	—	Agents.	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YUNENGANG	Brit. str.	—	—	Hongkong, 13th June, 1911. [822]	
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	ZAFIRO	Brit. str.	—	—		
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Gen. str.	—	—		
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON MARU	Jap. str.	—	—		
MARSHALL,						

## PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	NILE	1 P.M., 15th June	Freight and Passage.
VIA SINGAPORE, PE	Capt. E. F. Daldy, R.N.R.	June	
NANG, COLOMBO, PORT SAID and MARSEILLE			
SHANGHAI, MOJI, KOBE, SIMLA	Capt. C. D. Goldsmith	6 A.M., 16th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALMERO and YOKOHAMA	Capt. J. B. Ferguson	About 22nd June	Freight only.
SHANGHAI	Capt. E. P. Martin, R.N.R.	About 22nd June	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA	Noon, 24th June	Ses Special OF CALL
	Capt. S. Barham		Advertisement.
For Further Particulars apply to E. A. HEWETT, Superintendent.			
Hongkong, 15th June, 1911.			

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greeno	FRIDAY, June 30th, Noon.
• AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon.
• TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon.
• NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.

† Triple Screw, turbine engine. \* Twin Screw.  
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.  
The Triple-Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at Noon.

#### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinckum	SATURDAY, June 17th, Noon.
KIYOKO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 17th June, at Noon.

#### FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0,
" LONDON	£ 71-10-0,
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, 24 "
" SALINA CRUZ or MANZANILLO	Yen 420-00, Single
" VALPARAISO	Yen 570-00,

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:-

TO EUROPEAN POINTS:- Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:- Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:- Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent

cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and

Triple Screw, Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

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## NIPPON YUSEN KAISHA

### THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORTSAID	WAKACHI MARU	7,000	THURSDAY, 15th June, at Noon
ATSUTA MARU	7,000	WEDDAY, 21st June, at Daylight	
HITACHI MARU	7,000	WEDDAY, 5th July, at Daylight	
KAMAKURA MARU	7,000	SATURDAY, 15th July, from KOBE	
VICTORIA B.C. & SEATTLE	INABA MARU	7,000	TUESDAY, 20th June, at 4 P.M.
	TAMBA MARU	7,000	TUESDAY, 18th July, at 4 P.M.
	NIKKO MARU	6,000	FRIDAY, 7th July, at Noon
	KUMANO MARU	6,000	FRIDAY, 4th Aug., at Noon
	BINGO MARU	7,000	TUESDAY, 20th June, at Daylight
SHANGHAI, MOJI, and KOB	KITANO MARU	9,000	THURSDAY, 22nd June, a.m.
	CEYLON MARU	6,000	TUESDAY, 27th June
KOBE and YOKOHAMA	KUMANO MARU	6,000	TUESDAY, 4th July, at Noon

5 Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## CHEAPEST SUMMER RATES BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd „	\$ 80	\$ 70	\$ 60	\$ 50

With Option of rail between Steamer Calling Ports in Japan.

For Further Information, apply to-

14-40] T. KUSUMOTO, MANAGER.

## U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA B.C. & TACOMA VIA KESLUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WEDDAY, 12th July, at 11 A.M.
VICTORIA B.C. & TACOMA VIA KEECLUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabins Passengers carried at Low Rates. \* Cabins fitted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

#### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES
ANPING and TAKAO	"SHIBETORO MARU"	SATURDAY, 17th June, at 4 P.M.
TAMSUI via SWATOW, and AMOI	"DAIGI MARU"	SUNDAY, 18th June, at 10 A.M.
FOOCHOW via SWATOW and AMOI	"CHOSHUN MARU"	WEDDAY, 21st June, at 10 A.M.
		During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:-
		1st CLASS \$45.50 2nd CLASS \$29.90.
		For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1 Queen's Buildings
		S. HIROI, MANAGER
		7721

#### "The Beer That's Brewed to Suit The Climate"

#### JUST THE THING FOR A PICNIC

#### A SMALL CASK OF

## O. B. BEER.

Fresh from the Brewery.

**Just Try It!**

[24]

May 26th—Calches, Dumbea, Kitano Maru, Palermo, Pembroke, Tydeus, Warrior, 30th—Glamorganshire, Helene, Rickmers, Siberia, Regatta, Suez, Baron Minto, June 2nd—Bellrophon, Benelux, Berlitzig, Deucalion, Kehringa, Palmo, Patroclus, Sazonio, Syria, Indralee, 6th—Cardiganshire, Liberia, Nippon, Ville de la Ciotat, 9th—Aki Maru, Indrasanha, Kanagawa Maru, Prometheus, 13th—Baron Ardenian, Memnon, Monroe.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONG KONG WEEKLY PRESS, with which is incorporated THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

#### ARRIVALS AT HOME.

June 13th—Idomenus, Patroclus, Rheinfels.

# TEPLITZ WATER

## THE PEARL OF ALL MINERAL WATERS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 960.

## SCHWABINGER BEER

CARL BERNH. MULLER

MUNICH.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.



Sole Representative for Hongkong and South China  
**Hugo C.A. Fromm, Hongkong.**

[670-22]

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Manchuria, with the American Mail, left Manila on Wednesday, the 14th instant and may be expected here to-morrow.

The Kwangtak, with the Siberian Mail, is due to arrive here on Saturday, the 17th instant.

FOR	PER	DATE
Hoihow and Bangkok	Halvard	Thursday, 15th, 8.00 A.M.
Swatow	Helene	Thursday, 15th, 8.00 A.M.
Hoihow and Bangkok	Pontony	Thursday, 15th, 8.00 A.M.
EUROPE, &c. India via Tuticorin	Berflinger	Thursday, 15th,
Bangkok	Quintu	Registration 6.00 A.M.
Swatow, Tsingtau, Weihaiwei and Tientsin	Huichow	Wednesday, 14th, 9.00 A.M.
Swatow and Shanghai	Lohsang	Thursday, 15th, 11.00 A.M.
Amoy	Gernania	Thursday, 15th, 11.00 P.M.
Hoihow and Bangkok	Konquaui	Thursday, 15th, 1.00 P.M.
Macao	Sui Tai	Thursday, 15th, 1.15 P.M.
Shanghai	Linan	Thursday, 15th, 3.00 P.M.
Hoihow and Haiphong	Hongkong	Friday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 16th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE	China	Friday, 16th, 11.00 A.M.
Macau	Sui Tai	No late fee.
Mauli, Cebu, Ilolo, Yap, Maron, Friedrich, Wilhelmstafn, Raban, Herbersholz, Matupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaid, Perth and Fremantle	Goblenz	Friday, 16th, 5.00 P.M.
Shanghai and Kobe	Tjitaroem	Friday, 16th, 5.00 P.M.
Cheribon, Samarang and Sourabaya	Clarke Jelles	Saturday, 17th, 11.00 A.M.
Moji, Kobe, Yokohama, Honolulu, Salina Cruz, Callao, Iquique, Valparaiso and Coronel	Hongkong Maru	Saturday, 17th, 11.00 A.M.
Shanghai, Yokohama and Kobe	Pessia	Saturday, 17th, 1.00 P.M.
Manila, Cebu and Ilolo	Loonggang	Saturday, 17th, 1.15 P.M.
Macao	Sui Tai	Saturday, 17th,
Shanghai	Chinhua	Registration 5.00 P.M.
SIBERIAN MAIL TO EUROPE	Sungiang	Letters 6.00 P.M.
Haiphong	Sui Tai	Sunday, 18th, 9.00 A.M.
Macao	Haiching	Monday, 19th, 1.15 P.M.
Swatow, Amoy and Foochow	Lightning	Tuesday, 20th, 10.00 A.M.
Singapore, Penang and Calcutta	Aldingham	Tuesday, 20th, 10.00 A.M.
EUROPE, &c. INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Tonkin	Tuesday, 20th, 3.00 P.M.
Keeling, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria, B.C., and Seattle, Wash.	Inaba Maru	Tuesday, 20th, 3.00 P.M.
Manila, Cebu and Ilolo	Rubi	Tuesday, 20th, 3.00 P.M.
Singapore, Penang and Colombo	Kaijung	Tuesday, 20th, 3.00 P.M.
Shanghai, Kobe and Moji	Asta Maru	Tuesday, 20th, 5.00 P.M.
Shanghai	Namang	Wednesday, 21st, 11.00 A.M.
Tientsin	Anhui	Thursday, 22nd, 9.00 A.M.
Swatow, Amoy and Foochow	Kwicchow	Thursday, 23rd, 9.00 A.M.
Manila, Cebu and Ilolo	Hainan	Friday, 24th, 9.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaid, Perth and Fremantle	Yuenyang	Saturday, 24th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG AND SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)	Manchuria	Saturday, 24th,

### COMMERCIAL

#### EXCHANGE CLOSING QUOTATIONS.

June 14th.

ON LONDON:	Telegraphic Transfer	1/94
	Bank Bills, on demand	1/94
	Bank Bills, at 30 days' sight	1/94
	Bank Bills, at 4 months' sight	1/94
	Credits, at 4 months' sight	1/94
	Documentary Bills, 4 months' sight	1/94
ON PARIS:	Bank Bills, on demand	229
	Credits, at 4 months' sight	233
ON GERMANY:	On demand	185
ON NEW YORK:	Bank Bills, on demand	44
	Credits, at 60 days' sight	45
ON HONGKONG:	Telegraphic Transfer	135
	Bank, on demand	136
ON CALCUTTA:	Telegraphic Transfer	135
	Bank, on demand	136
ON SHANGHAI:	Bank, at sight	74
	Private, 30 days' sight	75
ON YOKOHAMA:	On demand	88
ON MANILA:	On demand	89
ON SINGAPORE:	On demand	77
ON BATAVIA:	On demand	108
ON HAIPHONG:	On demand	14 pm.
ON SAIGON:	On demand	1 pm.
ON BANGKOK:	On demand	84
	SOVEREIGNS, Bank's Buying Rate	\$10.95
	GOLD MAE, 100 fine, per tael	35.20
	BAK SHIVE, per oz.	241

SUBSIDARY COINS.	per cent.
Chinese ... 20 cent pieces	\$6.33 discount
Chinese ... 10 " "	\$6.90 "
Hongkong ... 20 " "	\$5.89 "
Hongkong ... 10 " "	\$6.14 "

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## and Felucca



### A LUXURY TO THE MAN

### OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



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CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above Company is its

### STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICE:

20 Cents Per Tin.

\$2.30 ... Per Doz. Tins.

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ON SALE AT -

LANE, CRAWFORD & CO.  
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GUARANTEED FULL CREAM.

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HONGKONG.

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### TO-DAY

10 A.M.—Auction of Naval and Victualling Stores at H.M. Naval Yard, by Messrs. Hughes & Hough.

### FORTHCOMING EVENTS.

Saturday, 17th June—Extraordinary General Meeting of Geo. Fewick & Co., Ltd., at Hongkong Hotel, NOON.

Monday, 19th June—Auction of Crown Land at West of Pokfulam Road, by Public Works Dept. 3 P.M.

Monday, 19th June—Auction of Very Valuable Leasehold Property at Sales Rooms, by Messrs. Hughes & Hough, 3 P.M.

Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

### OPIUM.

June 13th.

Quotations are:-

Malwa New ... \$2.20/2.25 per pion.

Malwa Old ... \$2.27/2.30

Malwa Older ... \$2.32/2.34

Malwa V. Old ... \$2.35/2.40

Persian fine quality ... \$1.150

Persian extra fine ... \$2.025

Pata New ... \$2.3425 per pion.

Pata Old ... \$2.375

Banaras New ... \$2.350

Banaras Old ... \$2.350

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BY CAPTAIN C. V. LLOYD,

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